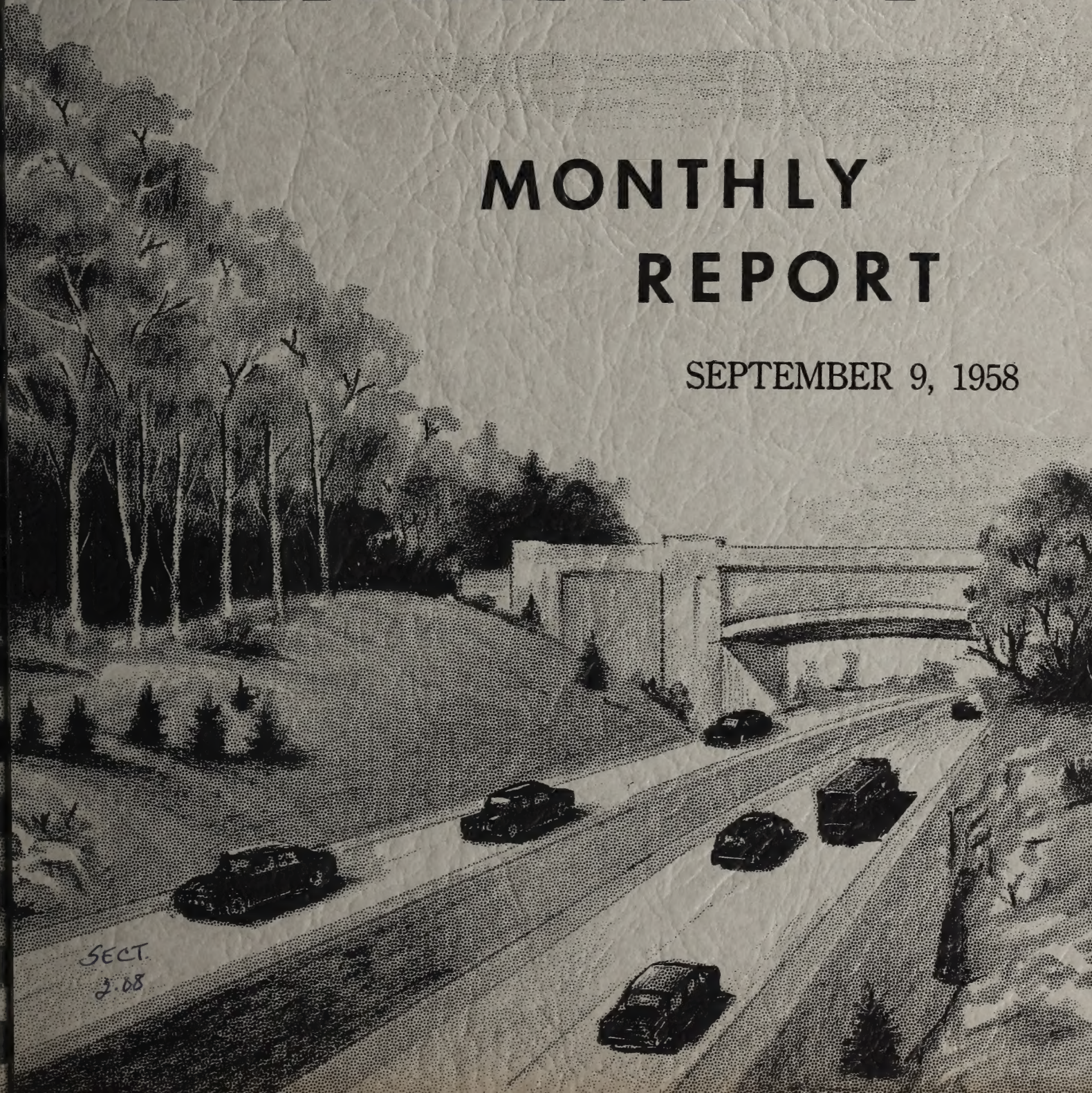


REPORTS -
MONTHLY

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

SEPTEMBER 9, 1958



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INTERSTATE ROUTE NUMBERING

We are now in receipt of the permanent numbers that are to be assigned to our new Interstate freeways. We were in disagreement with efforts on the part of AASHO to have alphabetical suffixes to route numbers, however, this has now been ironed out and the numbers assigned with approval of the Federal Bureau have no alphabetical suffixes.

A map showing the general alignments of the routes and the new numbers is included in this report.

You will note that East-West routes are even numbered while North-South are odd numbered. Spurs from the principal routes are in the 200 series and branches from these spurs are in the 300 series. An instance of this is Route 95 which will replace present Route 1. A spur from this route which will provide a Philadelphia area circumferential route approximating Route 130 alignment in New Jersey, will be known as Route 295. A short spur from this alignment that will connect the Benjamin Franklin and Walt Whitman Bridges with Route 295 is to be known as Route 395.

We will shortly make widespread distribution of the map showing the new numbering.

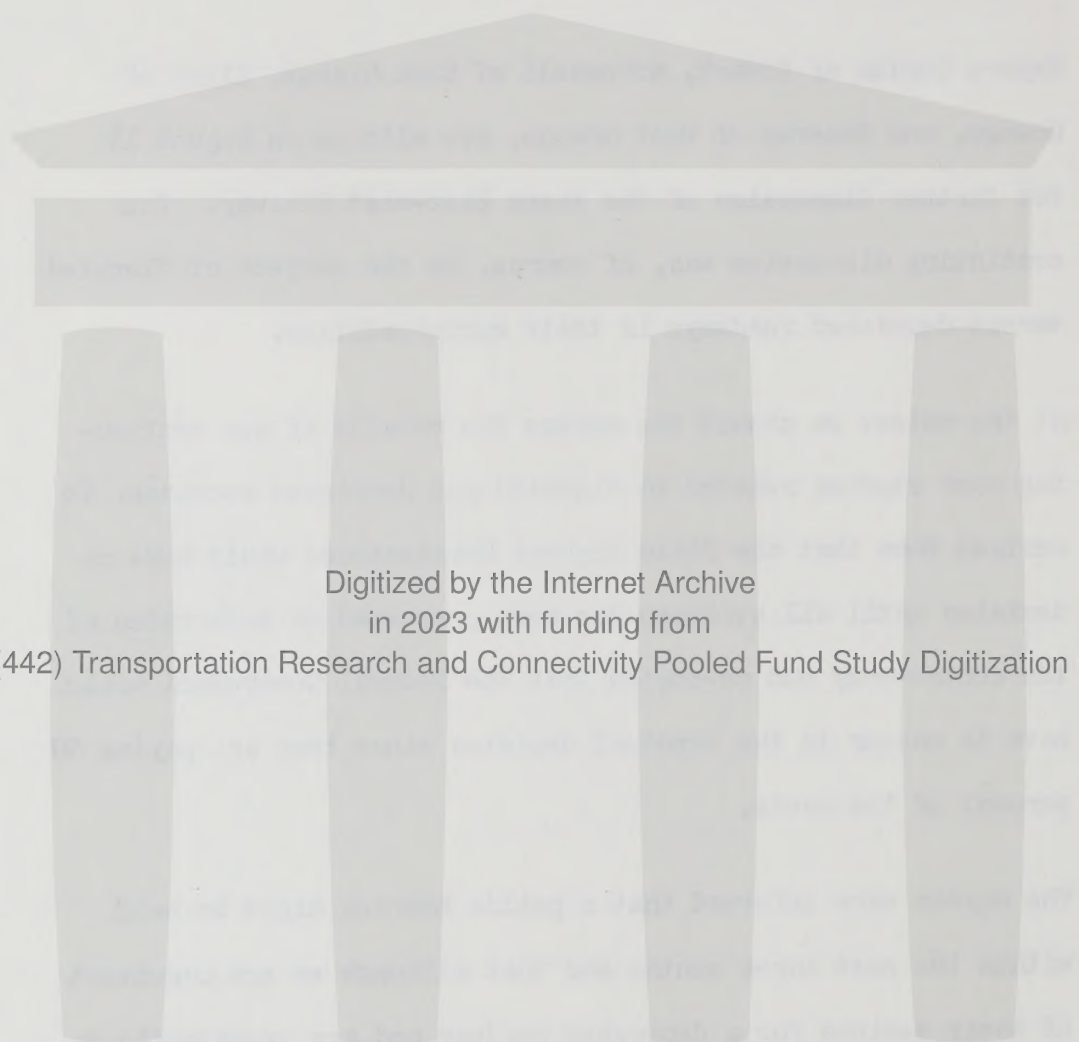
ESSEX EAST-WEST FREEWAY

Mayors Carlin of Newark, McConnell of East Orange, Riley of Orange, and Sheeran of West Orange, met with us on August 18 for further discussion of the Essex East-West Freeway. The continuing discussion was, of course, on the subject of elevated versus depressed roadways in their municipalities.

At the outset we showed the mayors the results of our continuing cost studies related to elevated and depressed sections. We advised them that the State Highway Commissioner would make no decision until all evidence has been presented on both sides of the controversy and re-stated that the Federal Government would have to concur in the eventual decision since they are paying 90 percent of the costs.

The mayors were informed that a public hearing might be held within the next three months and that although we are cognizant of their desires for a depressed roadway and are sympathetic to some of the inspiration for their wishes, it is impossible under the circumstances to be indifferent to the relatively higher costs of both construction and maintenance that a depressed roadway would entail.

We assured them we would welcome all evidence that could be produced in favor of a depressed route.



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HIGHWAY MAINTENANCE

One of the many small problems attendant to maintaining our highways has been the growth of weeds and grass in the juncture of curb and roadway pavement. This is particularly unsightly and the cause of possible deterioration principally along the base of center island curbing on dual highways.

Our latest attempt to minimize the cost involved in removing the material and to prevent its re-occurring has consisted of spraying a 10-mile section of Route 1 center island curbing with a weed killing herbicide.

The result has been eminently satisfactory.

A photograph of the spraying operation is made a part of this report.

PUBLIC HEARING

Our 15th public hearing on Interstate route alignments was held August 28 in the Somerville High School.

It concerned the proposed routing of Interstate and Defense Freeway 287 (F.A.I. 104) through the major portion of Somerset County. The terminal points of the alignment discussed were Route U.S. 22, about midway between Somerville and Bound Brook, and the Passaic River (Morris-Somerset County line). Total distance of the section is approximately 16 miles.

PUBLIC HEARING, contd.

A map of the proposed alignment is included in this report.

It may be noted that our proposal brings the route further west than originally proposed. This change was affected to tie in with existing Route 202. The tie-in will provide the opportunity for traffic that would normally use Route 202, to go northerly on the freeway.

The purpose of the hearing - to explain our proposals to the public and receive from the public pertinent comments and suggestions - was accomplished in approximately 3-1/2 hours.

The total mileage of Interstate routes that have been outlined at public hearings now stands at 123.3 miles.

N. J. HIGHWAY AUTHORITY

The chairman and others of the N. J. Highway Authority conferred with us on August 15 on revised finances of the Authority and probable cost of future improvements.

Included in the discussion was the proposed new administration building.

We also received their figures on earnings and other data that would be of value in advising the Governor concerning Parkway matters.

MEETINGS

A few of the other meetings and conferences held during the month were:

Aug. 25 - The Commissioner of the Department of Conservation and Economic Development met with us to discuss reclamation of the marshlands in the Hudson County area.

Aug. 26 - Conferred with representatives of the firm of Peat, Marwick & Mitchell who are reviewing some of the Department's operations.

Aug. 28 - Together with the State Highway Engineer, the State Highway Commissioner attended the opening of the final link of the Palisades Interstate Parkway.

In the evening met with Donald M. Borg, Publisher of the Bergen Evening Record, and Hackensack officials concerning Hackensack planning and programming in relationship to our Interstate route construction there.

Sept. 3 - Met with Mr. Dickinson and Mr. McCoy for further discussion of meadow area reclamation.

Sept. 4 - Assemblyman Martin, of Bayonne, visited us to discuss the proposed East Side industrial route which is planned for the Bayonne Peninsula.

MEETINGS, contd.

Sept. 5 - Mr. Joseph Morecraft, Jr., Chairman of the New Jersey Turnpike Authority, for a discussion of Turnpike matters.

Sept. 8 - We were visited by Assemblyman Swick and representatives of the Automobile Association (AAA) for a discussion of highway signs in relation to the Federal Program.

CONSTRUCTION BIDS RECEIVED

Aug. 19 - Church Street construction from Black Horse Pike, Route 42 to N-S Freeway Gloucester Township Camden County. <u>*F. A. Canuso & Sons, Phila.</u>	\$ 126,469.20
Aug. 19 - Grand Avenue construction from N. J. Garden State Parkway to Spring Valley Road, Montvale, Bergen County. <u>*Sette Engineering Co., Paramus</u>	166,812.53
Aug. 26 - Arena Drive (S. Olden Ave. Extension) Construction from S. Broad Street to Gropp Avenue, Hamilton Township Mercer County. <u>*A.J. Cunningham & Sons, Trenton</u>	145,574.75
Aug. 26 - Springfield Avenue Bridge over Salt Creek. New Providence, Union County. <u>*W.R. Ferguson, Inc., Newark</u>	59,355.00
Sept. 2 - Underground Structures For Traffic Signal Systems - Contract #1 Various sections of N.J. State Highways. <u>*Counties Contr. & Constn. Co., Phila.</u>	199,650.00
Sept. 2 - Hamilton Street Construction From Mile Run Brook to Franklin Blvd. Franklin Township, Somerset County. <u>*Jannarone Engineering Co., Matawan</u>	101,458.10
Sept. 2 - Washington Ave. Bridge Construction Over Green Brook and Approaches Greenbrook Township, Somerset County and Dunellen, Middlesex County. <u>*Public Constructors, Inc., Gloucester</u>	<u>150,292.55</u>

TOTAL BIDS RECEIVED- \$ 949,612.13

*Indicates low bidder.

CONTRACTS AWARDED

Aug. 12	-	Route U.S. 1 Turnarounds at Poor Farm Road, Ford Avenue and Parsonage Road; Woodbridge & Edison Townships, Middlesex County. <u>Middlesex Concrete Products & Excavating Corp., Woodbridge.</u>	\$ 226,443.82
Aug. 12	-	Route U.S. 202 Dualization Flemington Circle to S. Branch of Raritan River. Flemington & Raritan Township, Hunterdon County. <u>Public Constructors, Inc., Gloucester.</u>	686,731.28
Aug. 14	-	Route F.A.I. 108 (Rte. 60 Freeway) Dualization and Bridges Upper and Lower Penns Neck Townships, Salem County. <u>Gaskill Construction Co., Riverside.</u>	1,011,990.31
Aug. 15	-	Route F.A.I. 104 - Raritan River Crossings South Bound Brook, Townships of Piscataway, Franklin and Bridgewater Middlesex and Somerset Counties. <u>Franklin Contracting Co., Little Falls</u>	4,106,170.50
Aug. 21	-	Routes 1 & 3 Circle Revision (Tonnele Ave.) North Bergen Township, Hudson County. <u>P.T. & L. Construction Co., Paramus.</u>	164,968.32
Aug. 29	-	Grand Avenue Construction Garden State Parkway to Spring Valley Road, Montvale, Bergen County. <u>Sette Engineering Co., Paramus</u>	166,812.53
Sept. 3	-	Route F.A.I. 101 Bridge over Del. L. & W. RR and incidental paving. Roxbury Township, Morris County. <u>Ell Dorer Contracting Co., Irvington.</u>	1,038,888.88

CONTRACTS AWARDED, continued

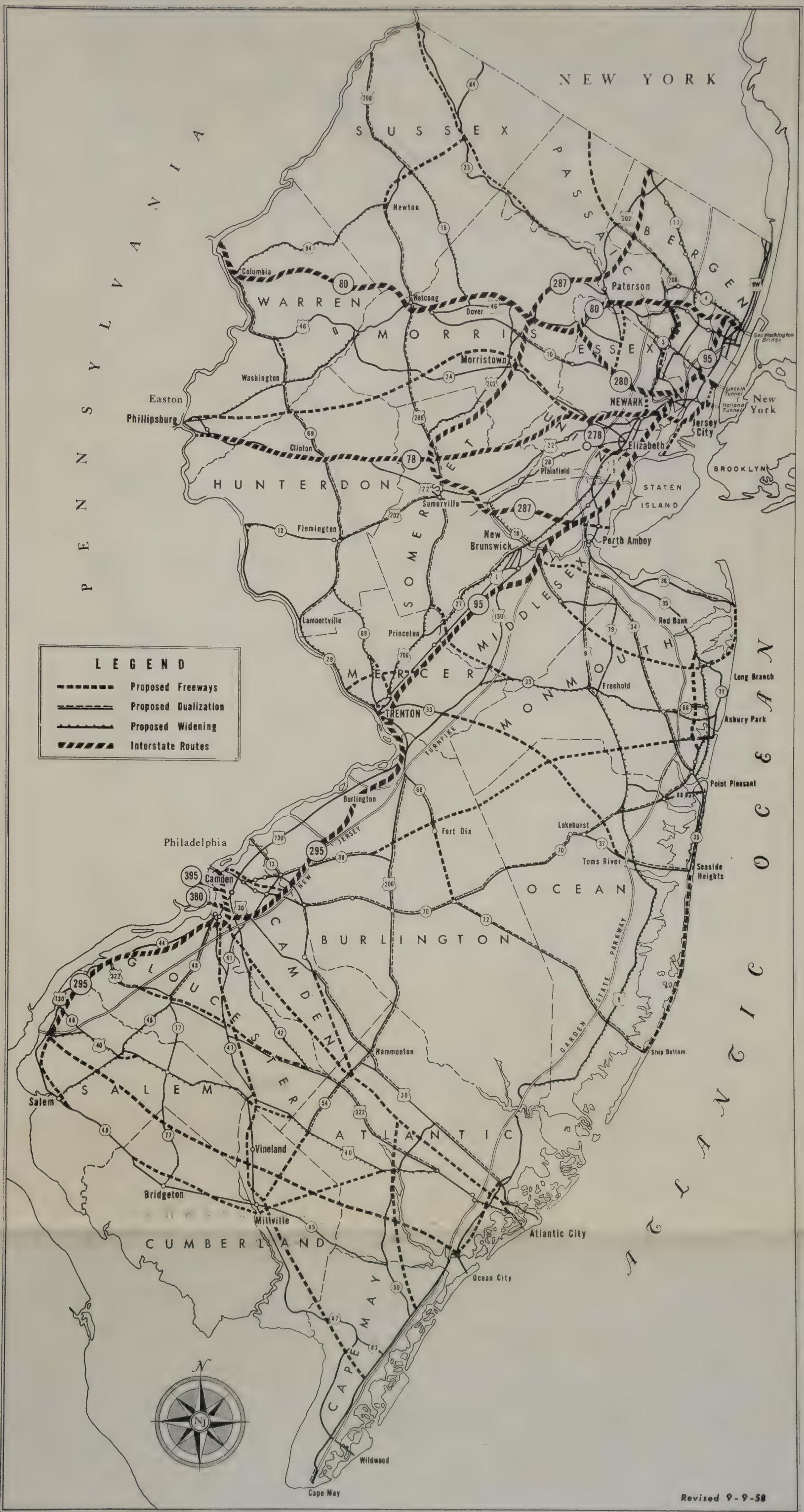
Sept. 3 -	Route U.S. 46 Westminster Circle to Burton Avenue Island Closings and Widening; Huyler Avenue Channelization. Lodi, Hasbrouck Heights, Teterboro and Little Ferry; S. Hackensack Township Bergen County. <u>C.F. Malanka & Sons, Union City.</u>	\$ 396,298.80
Sept. 3 -	Church Street Construction From Black Horse Pike, Route 42 to North- South Freeway. Gloucester Township, Camden County. <u>F.A. Canuso & Sons, Philadelphia</u>	126,469.20
Sept. 4 -	Underground Structures for Traffic Signal Systems - Contract #1 Various Intersections of N. J. State Highways. <u>Counties Contr. & Constn. Co., Phila.</u>	199,650.00
Sept. 9 -	Springfield Ave. Bridge Over Salt Creek New Providence, Union County <u>W. R. Ferguson, Inc., Newark</u>	<u>59,355.00</u>
	<u>TOTAL CONTRACTS AWARDED</u>	-- \$ 8,183,778.64

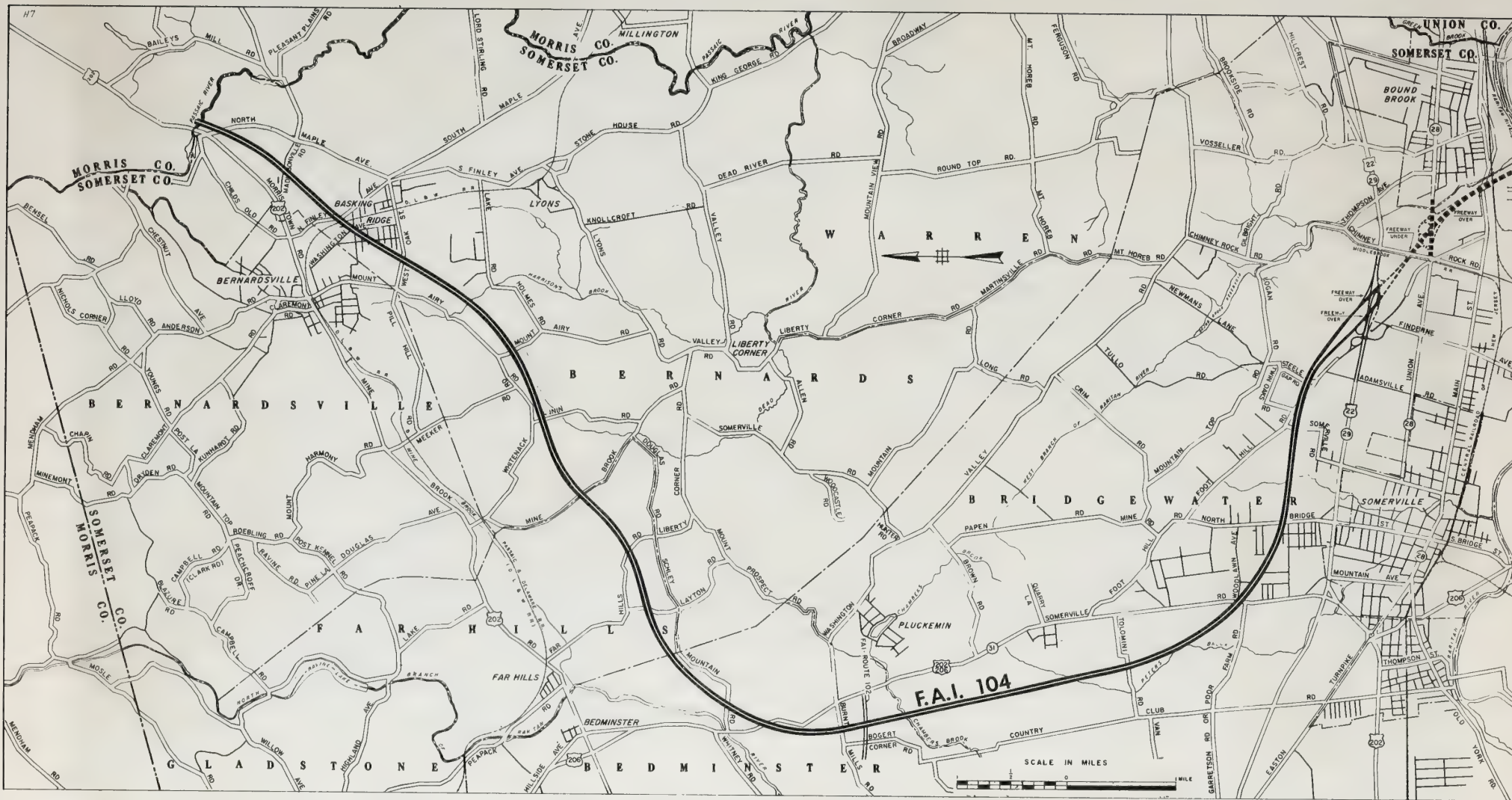
BIDS TO BE RECEIVED

Sept. 16 - Route F.A.I. 102
Electrical Installations from Clinton Farms
to Route 69 Interchange.
Union and Clinton Townships, Town of Clinton
Hunterdon County.

Sept. 16 - Route U. S. 22 Drainage
In the vicinity of Glenside Avenue
Scotch Plains Township
Union County.

Sept. 16 - Route 20
From Crooks Avenue to Broadway
Island Closings, Widening and Dualization
City of Paterson
Passaic County.





ROUTE 287 (F.A.I. 104) HEARING ALIGNMENT



State Highway Commissioner Dwight R. G. Palmer said today that the new 2,400 foot long high level main bridge structure of the Manahawkin Causeway (Route 72) in Ocean County will be opened to traffic during November.

Commissioner Palmer said use of the structure, which will be made possible by construction of temporary roadway connections with the present causeway, will permit early permanent closing of the existing low-level draw span and removal of some of the old timber structures.

The Highway Commissioner said the entire length of the causeway will be opened permanently next spring in time to carry the summer season's heavy traffic loads. It will eliminate traffic delays caused in the past by as many as 2,500 draw span openings a year.

Four main factors were listed by the Department as having prevented earlier opening of the main causeway structure, which it had hoped would be ready for service during September. The retarding factors listed by the Commissioner were: an unusually severe winter, work stoppages due to labor difficulties, heavier than normal rainfall, and delays in the delivery of materials.

The Highway Department's present schedule of construction steps necessary for completion of the entire project were listed as follows:

1. Complete short sections of new roadway on both sides of main bridge to allow traffic to use the structure.

1958

MANAHAWKIN CAUSEWAY (Route 72)
Main Bridge Opening

2. Dredge the new Intercoastal waterway channel through the area now occupied by a portion of existing causeway.
3. Divert water traffic into the new channel which runs under the high-level bridge. This will permit the old drawspan to remain closed.
4. Complete three small bridges now under construction and sections of the new road connecting them.
5. After the new bridges and causeway are opened to traffic remove old trestles and drawspan and designated sections of old causeway.

No date for completing the entire project has been set due to the complexity of co-ordinating the remaining elements of the project. The Commissioner said, however, that individual sections of the job would be opened to traffic as completed with the entire project in operation before next summer when heavy traffic will resume.

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Trenton, August 28, 1958.- The State Highway Department will receive competitive bids September 16 on a contract for installation of permanent overhead lighting on the new 2.3 mile section of Interstate and Defense Freeway Route 102 at Clinton, Hunterdon County.

A State Highway Department spokesman said that temporary lighting will be installed by the state so that the new Freeway link can be opened in early September.

The project on which bids are to be received will consist of the installation of approximately 40 overhead lighting units. They will be located principally at the new interchanges of the Freeway with Route 69 (northerly limit of the present construction); Leigh Street, which is about midway in the construction project; and at the interchange of new Freeway with Route 22 at Clinton Farms, westerly limit of the road construction project.

The Department spokesman said that the proposed electrical work would not interfere with traffic use of the new Freeway and that it is to be completed within 100 working days after the contract is awarded.

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RELEASE P.M. FRIDAY AUGUST 29

Trenton, August 29- The State Highway Department will receive bids September 16 for improving a one-mile section of Route 20 between Crooks Avenue and Broadway in Paterson, Passaic County.

The improvement, aimed at increasing the highway's capacity and safety, consists of closing eight center island openings between Crooks Street and Market Street; widening the highway and replacing the present center island between 21st and 20th Avenues; converting the present three-lane roadway between 20th Avenue and Broadway to a six-lane dualized highway; and providing safety turnarounds at two locations.

The new center island between 21st and 20th Avenues will be approximately six feet wide and twenty-three inches high. It will be of concrete construction. Widening of the present roadways within that same area will consist of adding from two to six feet of reinforced concrete to the outer edge of the northbound roadway and approximately three feet of reinforced concrete pavement to the outer edge of the southbound roadway. The present roadways are each approximately thirty-two feet wide.

From 20th Street to just south of Broadway, the dualization will be accomplished by adding a thirty-five foot wide concrete pavement surface to the easterly edge of the present roadway and thirteen feet of concrete pavement to the westerly edge. A reinforced concrete barrier, twenty-three inches high will be dowelled to the existing concrete pavement to separate northbound and southbound traffic. The new concrete center barrier will have openings only at 18th Avenue. Each finished roadway will be thirty-eight feet wide.

A jug handle turnaround will be constructed on the easterly side of the highway opposite 18th Avenue. It will permit northbound highway traffic to turn left into 18th Street from outside the highway limits. It will also permit northbound traffic to reverse its direction and allow 18th Avenue traffic to enter the northbound highway lanes.

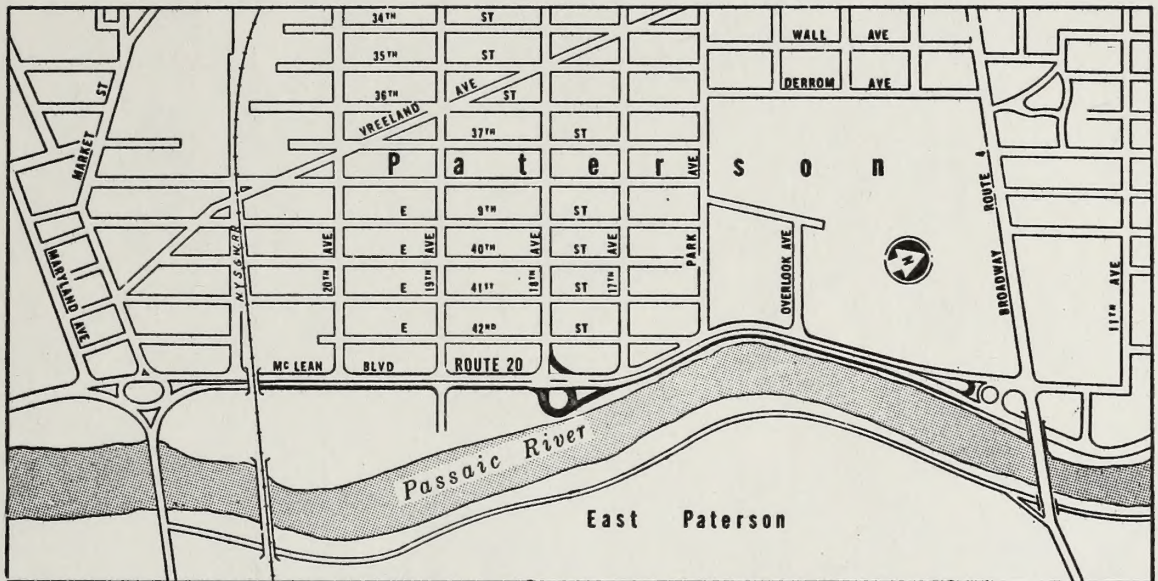
1958
Route 20 - Paterson

A new ramp connecting the northbound and southbound roadways just south of the Broadway circle will permit northbound traffic to reverse its direction at that point.

New curbing will be constructed between 20th Avenue and Broadway. New storm drainage will be installed along a major portion of the project.

All of the work is to be completed within 50 working days after the contract is awarded. During construction, two lanes of Route 20 must be kept open at all times and the full width of existing pavement will be available to traffic on Saturdays, Sundays and legal holidays.

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BIDS TO BE RECEIVED SEPTEMBER 16, 1958



Map of the proposed extension of the water

